

Introduction

Plan Scope

The Baltimore County Pedestrian and Bicycle Access Plan is a master plan for constructing pedestrian and bicycle improvements. The plan was developed by an advisory committee composed of citizens interested in walking and bicycling and representatives from county and state government agencies. The plan is based on the needs and desires expressed by citizens who live or work in the area.

The main impetus for undertaking this planning process is the Baltimore County Master Plan, which calls for a county-wide plan for bicycle and pedestrian facilities to improve the variety of transportation options available to its citizens.

The master plan goals for pedestrian and bicycle facility improvements have guided the planning process.

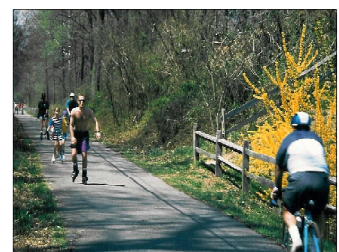
Pedestrian Access Goal: Develop and maintain pedestrian facilities that provide desirable levels of accessibility and safety for pedestrians, and encourage walking for both utilitarian and recreational purposes.

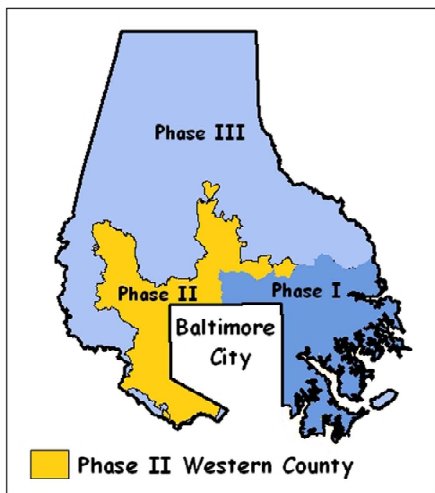
Bicycle Access Goal: Develop and maintain bicycle facilities that provide an adequate level of convenience, mobility, and safety for bicyclists at all levels of experience, and encourage bicycle trips for utilitarian, recreational and commuting purposes.

In addition to recommendations for constructing walking and bicycling facilities, this plan also considers the supportive programs and strategies that are necessary to creating a successful walking and bicycling environment. Active transportation planning—planning for walking and bicycling—is a five-pronged process known as the “5 Es”:

- **Engineering:** The design and construction of physical facilities
- **Encouragement:** Programs that encourage use of the facilities
- **Education:** Training for motorists, bicyclists and pedestrians on the safe use of the facilities
- **Enforcement:** Activities to enforce the safe use of the facilities
- **Evaluation and Planning:** Plan implementation strategies, including regular monitoring of the implementation progress, and adjusting the plan as needed.

This plan addresses each of the 5 Es with both short term and long term recommendations for refashioning the Baltimore County environment to support walking and bicycling as viable transportation modes.

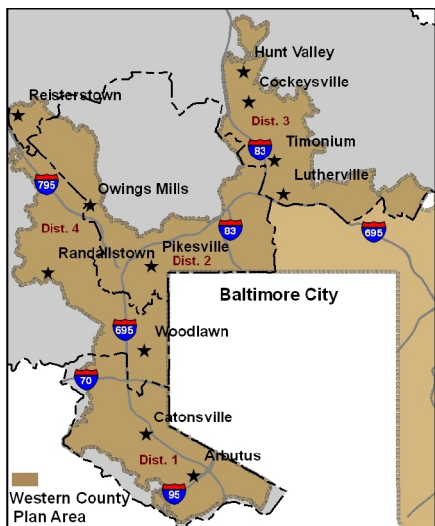




Plan Phases

The process for creating a Pedestrian and Bicycle Access Plan for the entirety of Baltimore County is being conducted in three phases. Phase One, the Eastern County Pedestrian and Bicycle Access Plan, was adopted in 2006. It covers the urban area inside the URDL (Urban/Rural Demarcation Line) in the Fifth, Sixth, and Seventh Council Districts.

The second phase is this plan, the Western Baltimore County Pedestrian and Bicycle Access Plan, covering approximately 108 square miles located within the URDL in Council Districts One, Two, Three and Four, including the communities of Arbutus, Catonsville, Cockeysville, Hunt Valley, Lutherville, Owings Mills, Pikesville, Randallstown, Timonium, and Woodlawn. The third and final phase for northern Baltimore County will be completed in the future.



Top: The western county plan is the second phase of a county-wide Pedestrian and Bicycle Access Plan.

Bottom: The Phase II plan area includes the urban portions of Council Districts 1, 2, 3, and 4.

Why Walking and Bicycling?

There are a number of benefits that can come from encouraging Baltimore County residents to walk and bicycle. Walking and bicycling are gaining popularity nationwide as an alternative to the automobile for short trips. Promoting walking and bicycling can help ease congestion, address the national obesity crisis, support environmental sustainability, and enhance community livability.

Transportation and Sustainability

The road network that has been developed in the U.S. over the last 50 years is a remarkable system, providing residents and commerce with unprecedented mobility—locally, regionally, across the state, and across the country.

As the road network developed, both the number of automobiles and the number of miles driven has increased dramatically. Total vehicle miles traveled nationally is about 3 trillion miles per year. In Baltimore County, the number of miles traveled in the county grew by 75% between 1980 and 2007, at a rate almost 4 times greater than population growth.

Because of the growth and dependency on motor vehicles as the major component of the transportation system, questions have arisen about its sustainability. Major issues concern the use of and access to oil, greenhouse gas emissions, and climate destabilization. Locally, air and water pollution are a major concern. The Baltimore region is rated as a “severe” nonattainment area for ozone pollution, directly related to vehicle emissions. In Baltimore County, the motor vehicles traveling 22.3 million miles daily generate 12.7 million tons of CO₂ emissions. In addition, cars and trucks deposit oil, antifreeze, grease

and metals onto streets and driveways. Storm runoff transports these contaminants into ground water, local waterways and the Chesapeake Bay.

New roadway construction cannot keep pace with ever increasing travel demand, making continued congestion inevitable. Experience has shown that vehicle travel tends to expand in ways that absorb much of the available capacity, so new and widened roads end up stimulating more travel, using up the new capacity, and making the road network just as congested as it was before. Consequently, in metropolitan areas such as the Baltimore region, over 32 percent of daily travel occurs in congested conditions—and congestion continues to climb. Annual delay per person has reached an average of 36 hours per year, costing each driver over \$900 in lost wages and wasted fuel.

In 2007-2008, the Baltimore Metropolitan Council conducted a regional Household Travel Survey. More than 85 percent of all trips in the Baltimore region are made by automobile. Only two percent of commuter trips and 6 percent of non-commuter trips are made by walking. Bicycling accounts for fewer than 1 percent of all trips. According to the 2009 National Household Transportation Survey, nationally, walking trips accounted for 10.9 percent of all trips, and 1 percent of all trips reported were taken by bike. National figures show that walking and bicycling are gaining in popularity. Reported trips by either walking or bicycling have increased by 25 percent since 2001.

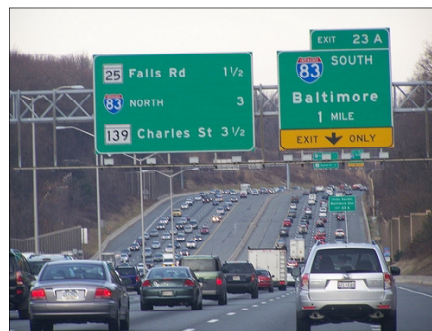
Providing facilities for walking and bicycling is an important part of an overall strategy to coordinate land use and transportation planning with the goal of creating more sustainable communities. By encouraging more compact, mixed use land use patterns combined with transit, walking and bicycling facilities, citizens will not have to rely exclusively on the automobile to reach their destinations. Active transportation—walking and bicycling—is the most sustainable alternative for short trips.

Health

The federal Centers for Disease Control and Prevention (CDC) links many health problems to poor diet and physical inactivity. These problems, which include diabetes and obesity, contribute to the rising cost of health care for all Americans.

Obesity has become epidemic in American society, and Maryland ranks as one of the more problematic states. Health surveys in Maryland show that more than half of the residents of the state are either overweight or obese, and the rate continues to rise. In 2007, the prevalence of adult obesity in Baltimore County was 28 percent.

While walking and bicycling for daily transportation can be an important means of physical activity, the frequency that people walk



Above: Heavy reliance on the automobile for transportation is producing multiple impacts, including global warming from car exhaust.

Below: Walking, biking and transit use offer more sustainable choices.



or bicycle has declined dramatically over the past few decades. Health officials are encouraging a healthy diet, combined with regular physical activity, to reduce the risk of cardiovascular disease and other ailments. Walking and bicycling are inexpensive and practical activities that people can most easily and routinely incorporate into their daily lives. Reversing the decline in rates of walking and biking for transportation, especially for short trips, presents a major opportunity for improving health among children, adolescents, and adults.

Furthermore, health impacts from air pollution is a serious problem in the Baltimore region and elsewhere in the nation. It is estimated that air pollution is responsible for over 600,000 deaths annually nationwide. Less driving means improvements in air quality—which helps to reduce respiratory diseases and chronic conditions such as asthma. A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air.

Livability/Quality of Life

Walking and bicycling are important components of vibrant public spaces, dynamic neighborhoods, and active and pleasant streets. Providing more travel options supports independence in seniors, children and youth, and others who cannot or choose not to drive.

Walking and bicycling help to promote interaction between neighbors, strengthen connection to the community, provide ‘eyes-on-the-street’ security, and support local retail activity. By comparison, streets and places where people are not present often feel uncomfortable and sterile.

Promoting livability through walking and bicycling has an added benefit—increases in home values. Recent research has found that homes located in more walkable neighborhoods—those with a mix of common daily shopping and social destinations within a short distance—command a price premium and/or have maintained more of their value when the real estate market declines, compared to similar homes in less walkable areas.

Helping to make neighborhoods more walkable and bikeable not only builds stronger communities, it is also an economically sound investment.

Putting It All Together

Since walking and bicycling provide so many benefits, why don’t more people do it? As the Baltimore region developed outward from the city center, the street network, land use patterns and



Top: Land uses and streets designed with pedestrians and bicyclists in mind encourage social interaction and create a sense of community.

Bottom: A Catonsville resident walks her dog on the #8 Trolley Trail. This trail links Frederick Road to Edmondson Avenue, connecting residents to schools and shops.

planning and design practices prioritized automobile access. As a result, sidewalks, bikeways and trails are absent in many communities, or when they are provided, likely there are limited connections between neighborhoods and to primary destinations. The combination of greater distances between destinations and the lack of pedestrian and bicycle infrastructure contributes to increased driving by making walking and biking less practical options.

Studies show that more people would walk or bicycle if safe and convenient facilities were available. The potential to convert many driving trips to walk or bicycle trips is significant. People can walk one mile in 15 to 20 minutes, and they can bike one mile in 5 to 6 minutes. Trip distances up to 3 miles can be accomplished reasonably by bike, if facilities and connections are present. As the maps on the following page show, most of the residential area within the urban area of the county is within walking and bicycling distance of major destinations.

The high cost of gasoline provides another incentive to consider shifting some trips to walking and bicycling. In suburban communities like Baltimore County, transportation comprises as much as 50 percent of a household's total energy consumption. With the annual average cost of owning and operating a car estimated at more than \$9,000 per year, walking and bicycling are much cheaper transportation options.

Still, many are skeptical that bicycling could become a viable transportation mode in Baltimore County. A study conducted in Portland found that among the people surveyed, 33 percent would not ride a bicycle under any circumstances, while 7 percent felt very confident riding with motor traffic. The remaining 60 percent were interested in using a bicycle for transportation, but were concerned about safety. Providing facilities that allow people to feel safe while cycling on the road is a key to promoting more bicycle use.

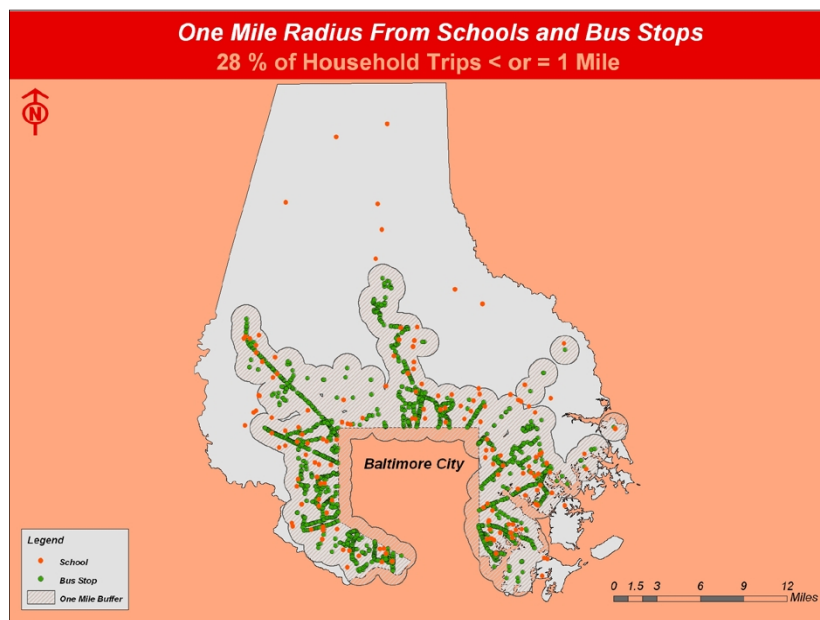


Providing safe and convenient bicycling facilities would encourage roughly 60% of the population to bike for some of the trips they would otherwise take by car.

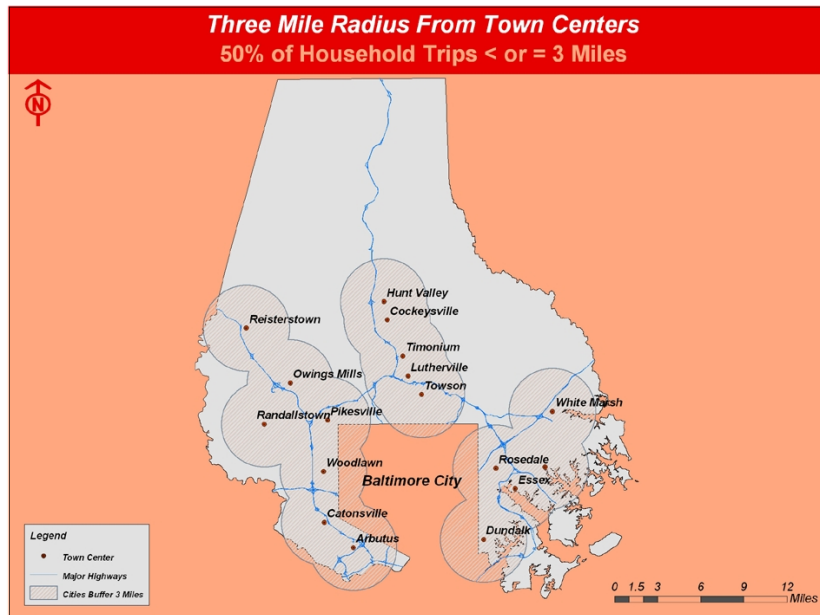
Planning Process

It will be a challenge, both physically and financially, to retrofit facilities for walking and bicycling in the built-out areas of the county where they don't presently exist. This plan focuses on identifying where these improvements are most needed, and where they are most likely to be used. In order to do that, the planning process was

A walkable one mile radius around schools and bus stops covers most of the urban area in Baltimore County where 90% of the county's residents live.



A 3 mile radius around Baltimore County's town centers, and the corridors that connect them, illustrates the potential area where short trips could be made by bicycle, if the appropriate facilities were present.



designed to maximize public input. The people who live and work in the plan area are the best ones to identify these potential locations for improvements.

An advisory committee consisting of citizens, elected officials or their representatives, and representatives from County and State government agencies was formed to guide the planning process and oversee outreach efforts. To jumpstart the planning process, the advisory committee prepared a preliminary map of key destinations, and indicated areas of opportunity for potential pedestrian, bicycle, and off-street shared use path improvements across the plan area.

Outreach efforts included an expanded web page on the Department of Planning web site, a printed and online survey covering

experiences walking and bicycling in the plan area (see Appendix A, Sample Survey), presentations to and meetings with community organizations and other stakeholders, and four community workshops, one held in each of the Council Districts in the plan area.

The workshops were held in April 2010. Approximately 190 citizens attended the workshops, which were held in Catonsville (District 1), Cockeysville (District 3), Pikesville (District 2), and Randallstown (District 4). Each person who attended completed the survey on their experiences walking and bicycling in the county, and then discussed their responses within a small group. Members of the advisory committee facilitated and recorded each group's responses.

During the workshops, through the web survey, and in meetings with stakeholder groups, citizens were asked to identify the important places that they would like to reach by walking or bicycling, and that have problems or need improvement. These destinations could be for any kind of trip, recreational, utility (such as running errands), or commuting. They could be places where they currently walk or bike, or places where they would like to walk or bike if the proper facilities were present. Examples of destinations include public and private schools, work, parks, places of worship, libraries, post offices, and shopping areas.

Once all the data was collected, planning staff began the process of analyzing the existing conditions of the suggested areas and the feasibility of providing improvements. From the comments received at the workshops, and the 271 surveys submitted on-line, citizens identified approximately 460 miles of roads for bicycle improvements, 155 miles of shared use path improvements, and 50 miles of pedestrian improvements.

The recommendations of the analysis are contained in this plan as three lists:

- Prioritized Shared Use Path Projects
- Prioritized Pedestrian Projects
- Prioritized Bicycle Projects

The plan also makes recommendations for supportive programs and implementation strategies based on citizen and advisory group input and identifies potential funding sources.

A preliminary draft of the plan was reviewed by the advisory group, other county agencies, and the general public. Comments made during this review period have been incorporated into this document. A public meeting is being scheduled to receive additional citizen comment. Once refinements are made to the plan's recommendations based on citizen comments, the draft plan will be presented to the Baltimore County Planning Board, and subsequently, the County Council, for adoption as an amendment to the county master plan.



Top: A community member reports her group's findings at the District 4 meeting in Woodlawn.



Bottom: Participants identify potential walking and bicycling routes on a map at the District 1 meeting in Catonsville.

Engineering: Building Walking and Bicycling Facilities

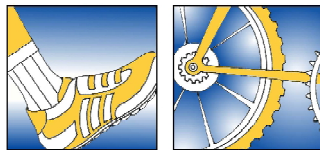


Retrofitting bicycle and pedestrian facilities requires careful planning and the consideration of factors such as major destinations and how far people are willing to walk or bike. Residents were most interested in being able to get to local schools, parks, shopping areas, and transit stations, as well as creating a bicycle network providing access to all areas of the county.



In general, planning for pedestrians focuses on smaller areas than does planning for bicycling, because walking is a more local activity. For pedestrian facilities, planning focuses on areas within neighborhoods. For bicycle facility improvements, the plan considers greater distances, and aims to link major destinations, both near and far, while at the same time creating a regional bikeway network that can be built upon over time.

Shared use paths serve both pedestrian and bicyclists for both short and long distance trips. Because they are separated from traffic, they are more comfortable for younger riders and less experienced riders. Paths are generally more conducive to encouraging walking and bicycling as a recreational activity, but when they provide connections to high-demand destinations, they double as transportation routes. They contribute to livable communities and quality of life by preserving and restoring open space, providing opportunities for physical activity and recreation, and promoting economic development by supporting tourism, business development, and residential attraction.



Shared Use Paths

A consistent theme that emerged from citizen comments was the desire for more shared use paths. People would like to have paths that are easily accessible to where they live. Many noted that they enjoyed riding and walking on the Torrey C. Brown Trail, but did not visit it often because they had to drive to reach it.

Types of Shared Use Paths

Examples of shared use paths in Baltimore County include the Grist Mill Trail in Patapsco Valley State Park, and the Catonsville #8 and #9 Trolley Trails, as well as the Torrey C. Brown (Northern Central Railroad) Trail in northern Baltimore County. Many of these trails provide full or partial links to other trails in the region such as the BWI Trail and the Baltimore and Annapolis (B&A) Trail in Anne Arundel County or to the Heritage County Rail Trail in York County, Pennsylvania.

A sidepath is a type of shared use path that runs parallel to the roadway, and is provided in lieu of a sidewalk. Sidepaths are wider than sidewalks to accommodate use by both pedestrians and bicyclists. They are most suitable where the route has a limited number of curb cuts and intersecting streets to reduce the likelihood of conflict with automobiles. Sidepaths have been constructed on Kurtz Avenue and Francke Avenue in Lutherville.

In many jurisdictions, shared use paths, and particularly sidepaths, are being constructed to meet the requirements of the American with Disabilities Act. The wider width, gentle grades and lack of curbs and steps is suitable for mobility devices, as well as for bicycles and strollers.

Factors that Encourage/Discourage Use

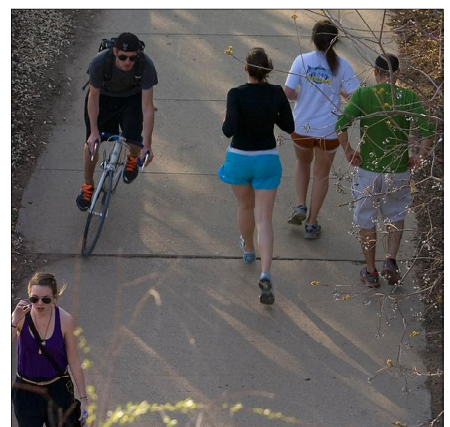
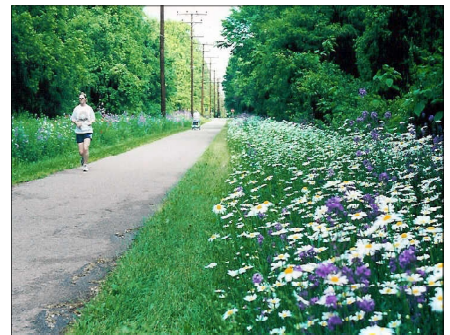
Citizens noted that once shared use paths are constructed, there are not usually many issues that discourage their use. However, a few issues concerning shared use paths were noted, as described below. Most of the difficulty revolving around shared use paths is getting them constructed in the first place. The issues of finding suitable locations, and overcoming opposition from surrounding property owners, are discussed in the next section.

User conflicts: Different ages and types of users travel differently, either alone or in groups, and move at different speeds (slow bicyclists; fast bicyclists; runners; pedestrian-hikers; dog walkers; etc.), and this can create potential conflicts. In part, this is an issue of path width, but it is also an issue of rules and behaviors—for example, unleashed dogs can create problems regardless of the intent of the owner.

Surface preferences: Hard, all-weather pavement surfaces are generally preferred over non-paved surfaces, because unpaved surfaces require more maintenance. Also, bicyclists and other wheeled users find it harder to travel on unpaved surfaces, and some users are unable to use unpaved paths.

Shared use paths in parks: Typically, paths are managed by park agencies, and most parks close at dusk and are not equipped with lighting, unless facilities have regularly scheduled evening hours. Transportation users commuting from the workplace need access when parks may normally be closed, and policies and procedures need to be modified to accommodate them. For example, the Patapsco Valley State Park offers a pass that allows access to the Grist Mill Trail before or after normal park hours.

Maintenance: Citizens thought better maintenance to remove litter and debris would encourage use. Paths intended for transportation use should have year-round maintenance including a program for snow removal.



A frequently occurring challenge in the use of shared use paths is the conflict produced by mixing users traveling at different speeds.

Fear of crime: Some individuals expressed the perception that crime can become a problem on trails. While citizens did not say they had ever encountered criminal activity on a trail, they did say that they sometimes felt isolated and vulnerable. Suggestions included providing emergency communication devices and more police presence.

Extend existing trails and create a connected trail network: A network of interconnected shared use paths can serve both transportation and recreation purposes. A network would also attract greater use by providing the means to get to and from many destinations, including neighborhoods, commercial districts, school, or work, without having to mix with motor vehicles. In particular, citizens requested extension to the Red Run Trail and the Short Line Trail. Citizens were also interested in having paths that connected recreation and community centers, as well as having paths located within parks.

Provide additional supportive infrastructure: Several types of facilities that would improve the pathway environment for walking and bicycling were suggested, including more parking, lighting, restrooms and signage.

Provide additional programs: A number of programs and events were suggested to encourage use, such as holding 5K events, neighborhood walks, etc.

Issues and Opportunities in Constructing Shared Use Paths



Constructing shared use paths often involves bridges over streams or busy roadways (top), or boardwalks through wetlands (bottom), which can make the project very costly.

While stream valleys, utility right-of-ways and abandoned rail corridors can be used for shared use paths, there can be issues that make the actual construction of a path difficult. Many times, these corridors do not provide the most convenient routes between populated areas and in-demand destinations. Once a location is identified, land must be acquired and assembled, often from multiple property owners. Environmental constraints may be difficult to resolve. The amount of time and money required to create a path can be considerable.

Another major issue that must be addressed in the construction of shared use paths is community opposition. Trails frequently encounter opposition from adjoining property owners when first proposed. The opposition to trails can be intense over perceptions that trail access is associated with increased crime, lack of privacy, and an associated decline in property values.

However, experience demonstrates that well-managed, well-used trails are safe and embraced by the community, and proximity to shared use paths becomes an attraction to homebuyers, investors,

and business proprietors. Ideally, planning for shared use paths should satisfy multiple goals in transportation, recreation, and economic development, while addressing and satisfying the concerns of neighboring property owners and community associations. Management and security plans should be developed as part of the planning process, to ensure that community concerns are addressed in an ongoing fashion after the path is operational. As part of the process, “Crime Prevention Through Environmental Design” techniques should be considered, including lighting if the path is used at night, and providing visibility from adjoining streets and public areas.



Creating the B & A Trail in Anne Arundel County overcame initial, and sometimes intense, opposition to become a cherished community asset.

Recommendations for Shared Use Paths

The plan recommendations for potential shared use paths are based on the recommendations of citizens at the workshops and through the surveys, as well as consideration of the recreational greenways that are designated in the Baltimore County Master Plan 2020. These recommendations are depicted the maps and key on the following pages. There is one plan area map showing all of the recommendations, and another highlighting those that are recommended as high priority projects for implementation in the short term.

The key provides a listing of all of the projects, with additional information including the type of facility (either paved or unpaved), recommended priority and comments.

For the priority recommendation, the factors that were considered included the anticipated cost, ease of implementation, and the potential level of use. Priorities are translated into short, mid and long term phases. The length of each phase, and a project’s assigned priority, will depend on availability of public funding.

County staff also examined the potential routes suggested by citizens for general environmental and physical constraints. Some suggested routes were eliminated from further consideration because they appeared infeasible. For others, the determination of feasibility will require a more in-depth analysis than the scope of this plan can provide. These routes are identified in the Comments column as ones recommended for feasibility studies.



The plan’s recommendations for shared use paths vary from short paths that link neighborhoods to nearby destinations or to the on-street bicycle network to multi-mile region-serving pathways that link neighborhoods to each other. Among the notable, longer paths are:

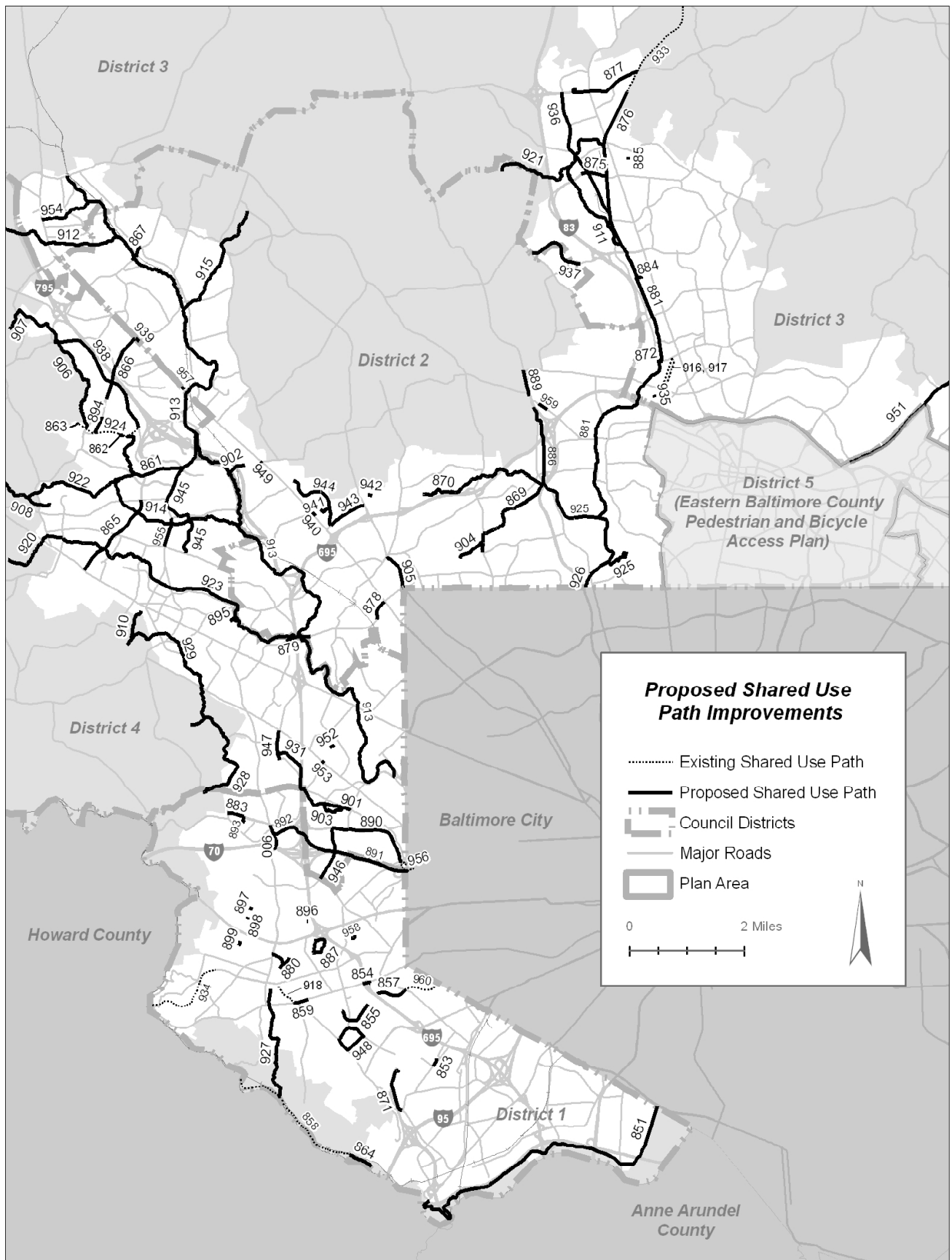
- The Gwynns Falls Greenway Path in Baltimore County would serve a large portion of western Baltimore County while also connecting to and extending the Gwynns Falls Trail in Baltimore City, which in turn would connect to the BWI Trail in Anne Arundel County.

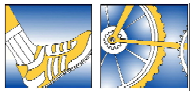


MetroBikeLink, a 4-mile asphalt multi-use trail, provides the backbone for the St. Clair County trail system in Illinois. The trail is fully integrated with the MetroLink light rail system.

- Extension of the Jones Falls Trail north and west following an abandoned rail line would connect Robert E. Lee Park and Meadowood Regional Park with the Gwynns Falls Trail.
- A path from Robert E. Lee Park northward following Roland Run and the Central Light Rail Line through Towson and Cockeysville to the Torrey C. Brown (NCR) Trail would provide a key transportation route for bicyclists in the highly populated York Road corridor.
- A shared use path in the vicinity of Cromwell Bridge Road would link the highly populated area of Towson to the recreational and scenic amenities offered by Cromwell Valley Park, the reservoir, and the adjoining Gunpowder State Park.

An issue was raised in the citizen workshops concerning the proposal of a shared use path in Cromwell Valley Park. Many citizens were concerned that the path would impact the sensitive environmental area along Minebank Run, and encourage mountain biking in other sensitive natural areas, including the adjoining Loch Raven Reservoir. Some suggested that the former Ma and Pa Railroad bed, now a BGE right-of-way, be used as a route instead. A properly designed path, paired with a solid management and implementation plan, could eliminate or control potential problems. Further study that involves the separate park and reservoir facilities and neighboring communities should be undertaken to develop a joint plan that serves all of the various constituencies.





Map Key PROPOSED SHARED USE PATH IMPROVEMENT LIST

No.	Name	From	To	Type ¹	Priority ²	Comment
EXISTING SHARED USE PATHS						
858	Patapsco Valley State Park Path	Glen Artney Rd Parking	Ilchester/River Road	6b	0	Existing shared use path; State DNR maintained
916	Francke Avenue Sidepath	Morris Avenue	Ridgely Rd	6b	0	Existing shared use path
917	Kurtz Avenue Sidepath	Morris Avenue	Ridgely Rd	6b	0	Existing shared use path
918	No 8 Trolley Trail	Edmondson Junction	Frederick Rd	6b	0	Existing shared use path
924	Red Run Stream Valley Park Trail	Red Run Blvd	Spring Willow Rd Area	6b	0	Existing shared use path
933	Torrey C Brown Trail (Northern Central RR Trail)	Pennsylvania	Ashland Rd	6a	0	Existing shared use path; State DNR maintained
934	No 9 Trolley Trail	Edmondson Ave	Oella Ave	6a	0	Through Banneker Park
956	Gwynns Falls Trail	Ingleside Ave	Trailhead at I-70 parking lot	6b	0	City owned and maintained
960	Short Line Rail Trail	Maiden Choice Lane	Terminus near Charlestown Retirement Community	6a	0	Existing shared use path
PROPOSED SHARED USE PATHS						
851	Patapsco River Path	Baltimore City Line	South Road	6b	1	Potential connection to city path network and BWI path
853	Connector Path	Westland Boulevard	Poplar Avenue	6b	2	UMBC connector
854	Short Line Rail Trail	Wade Ave	Blakeney Rd Alley	6b	1	Shared use path connection over Frederick Rd
855	Short Line Rail Trail	Mellor Avenue	Maple Street	6a	1	Shared use path
857	Short Line Rail Trail	Shady Nook Ave	Maiden Choice Lane	6a	1	Potential connection to city path network
859	Rail Trail Connection	No 8 Trolley Trail	Stanley Road	6b	2	Potential future sidepath
861	Red Run Stream Valley Park Trail	Existing Red Run Stream Valley Park Trail	Gwynns Falls	6b	1	Owings Mills Open Space Plan; paved path for bikes, ADA accessibility
862	Red Run Stream Valley Park Trail	Existing Red Run Stream Valley Park Trail	Gold Hill Road	6b	1	Neighborhood connection
863	Red Run Stream Valley Park Trail	Existing Red Run Stream Valley Park Trail	Soldiers Delight Environment Area	6a	1	Potential connection to Soldiers Delight
864	Patapsco Valley State Park Path	Gun Rd	Glen Artney Rd Parking	6b	3	Potential shared use path
865	Owings Mills Blvd Sidepath	Lyons Mill Road	Liberty Rd	6b	1	In engineering
866	Dolfield Blvd Ext Sidepath	Pleasant Hill Rd	Tollgate Rd	6b	3	Future Dolfield Blvd Extension
867	Connector Path	Cherry Hill Rd End	Gwynns Falls Greenway	6a	3	Neighborhood connection
869	Moores Branch Greenway	Slaughterhouse Branch	Greenspring Avenue	6a	2	Feasibility study for path improvement

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1: Type Key

6a = Unpaved shared use path
6b = Paved shared use path

2: Priority Key

0 = Existing
1 = High priority, short-term implementation
2 = Moderate priority, mid-term implementation
3 = Low priority, long-term implementation

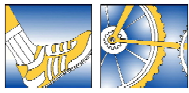
Map Key, Continued

PROPOSED SHARED USE PATH IMPROVEMENT LIST



No.	Name	From	To	Type ¹	Priority ²	Comment
870	Slaughterhouse Branch Greenway	Falls Rd	Philips Drive	6a	2	Feasibility study for path improvement
871	Metropolitan Blvd Sidepath	Hilltop Circle	Sulphur Spring Rd	6b	2	Sidepath
872	Lutherville Connector Path	Lutherville Light Rail Stop	Greenspring Drive	6b	1	MTA feasibility study completed; place bike gutter on steps at stop
875	Warren Road Sidepath	Warren Road Light Rail Stop	NCR Trail Extension terminus at Warren Rd	6b	1	Shared use path
876	NCR Trail Extension	Warren Road	Ashland Road	6a	1	Use rail r/w
877	NCR Trail Extension	NCR Trail	Shawan Road/ Hunt Valley Light Rail Stop	6b	2	Feasibility study for path implementation
878	Lutherville Connector Path	Lutherville Light Rail Stop	Greenspring Drive	6b	1	MTA feasibility study completed
878	Milford Mill Road Sidepath 1	Deerfield Road	Reisterstown Rd	6b	2	Sidepath
879	Milford Mill Road Sidepath 2	Washington Ave	Cloudyfold Dr	6b	2	Sidepath
880	Catonsville Park Path	Dunbar Ave	Oakdale Avenue	6b	1	First phase in engineering
881	Light Rail/Roland Run Greenway	Warren Road	Robert E Lee Park	6a	3	Feasibility study for path implementation
883	Security R/W Path	HCFA Drwy	Fairbrook Rd	6b	1	Shared use path
884	Connector Path	Thelma Street	Timonium Light Rail Stop	6b	1	Shared use path
885	Connector Path	York Avenue	Matthews Avenue	6b	3	Shared use path
886	NCR Greenspring Branch Path	Robert E Lee Park	Meadowood Park	6b	1	Feasibility study for path implementation
887	Banneker CC Path	Old Frederick Road	Banneker Community Center	6b	1	Shared use path
889	Connector Path	Seminary Avenue	Meadowood Park	6b	3	Some r/w needed
890	Security Blvd Sidepath	Forest Park Avenue	Woodlawn Drive	6b	1	Sidepath connection to existing Gwynns Falls Trail
891	Red Line Path	City Line	Security Square Mall	6b	1	Consider path as Red Line is planned
892	Security Square Path	Red Line Path	Rolling Rd	6b	1	Shared use path
893	Chadwick ES Path	Winder Rd	Security Blvd	6b	1	Path to LR Station, CMS
894	Pleasant Hill Road Path	Red Brook Corporate Center	Red Run Stream Valley Trail	6b	1	Convert road to path when Dolfield Rd Ext complete
895	Neighborhood Connector to Scotts Level Branch Greenway	Church Lane	Scotts Level Branch Greenway	6a	3	Path connection; Alternative to Rolling Rd
896	Walden Mill Way Extension	Winters Lane	Alexander Ave	6b	1	Connector path; Alternative to Rolling Rd
897	Nuwood Dr Extension	Pleasant Valley Rd	Nuwood Dr	6b	2	Connector path; Alternative to Rolling Rd
898	Nuwood Dr Extension	Nuwood Dr	Nuwood Dr	6b	2	Connector path; Alternative to Rolling Rd
899	Nuwood Dr Extension	Private Drive	West Geipe Rd	6b	2	Connector path; Alternative to Rolling Rd
900	Rolling Rd Sidepath	Johnnycake Rd	Red Line Path	6b	2	Provide connection thru redevelopment; Alternative to Dead Run Greenway

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Map Key, Continued

PROPOSED SHARED USE PATH IMPROVEMENT LIST

No.	Name	From	To	Type ¹	Priority ²	Comment
901	Dogwood Road Sidepath	Gwynn Oak Ave	Woodlawn HS	6b	1	Shared use path
902	Connector Path under I-795	Tobins Ln	Gwynns Falls Greenway	6b	2	Shared use path
903	Woodlawn HS Path	Dogwood Rd Sidepath	Dead Run Greenway	6b	3	Internal system
904	Greenspring Quarry Path	Moore's Branch Greenway	Lightfoot Dr	6b	2	Shared use path
905	Park Heights Ave Sidepath	Old Court Rd	City Line	6b	2	Sidepath
906	Northern Red Run Greenway	Red Run Stream Valley Park Trail	Cooks Branch	6a	3	Feasibility study for path improvement
907	Cooks Branch Greenway	Carroll County	Northern Red Run Greenway	6a	3	Feasibility study for path improvement
908	Locust Run Greenway	Liberty Reservoir	Northwest Area Park	6a	3	Feasibility study for path improvement
910	Brice Run Greenway	Randallstown ES	Patapsco Valley State Park	6a	3	Feasibility study for path improvement
911	Cockeysville Quarry Greenway	Beaver Dam Run	Texas Station	6a	3	Feasibility study for path improvement
912	Norris Run Greenway	Gwynns Falls Greenway	Liberty Reservoir	6a	3	Feasibility study for path improvement
913	Gwynns Falls Greenway	Baltimore City Gwynns Falls Trail	Glyndon	6b	3	R/W acquisition underway
914	Horsehead Branch Greenway	Gwynns Falls Greenway	Owings Mills Shared Use Path System	6a	3	R/W acquisition underway
915	Gwynnbrook Greenway	Gwynns Falls Greenway	Gwynnbrook Wildlife Management Area northward	6a	3	Feasibility study for path improvement
919	Light Rail/Roland Run Greenway	Warren Road	Robert E Lee Park	6a	3	Feasibility study for path improvement
920	Falls Run Greenway	Marriottsville Rd	Patapsco Valley State Park	6a	3	Feasibility study for path improvement
921	Beaverdam Run Greenway	Cockeysville	Oregon Ridge Park	6a	3	Feasibility study for path improvement
922	Southwest Owings Mills Greenway	Locust Run Greenway at Northwest Area Park	Red Run Stream Valley Park	6a	3	Feasibility study for path improvement
923	Scotts Level Branch Greenway	Marriottsville Rd	Milford Mill Rd	6a	3	Feasibility study for path improvement
925	Robert E Lee Park Path	NCR West Rail Trail terminus	Falls Rd	6b	1	Shared use path
926	Jones Falls Trail connection	Robert E Lee Park Path	City line	6b	1	Shared use path
927	Tributary Greenway	Edgewood Ave	Patapsco Valley State Park	6a	1	Feasibility study for path improvement
928	Bens Run Greenway Branch	Bens Run Greenway	Dogwood Rd	6a	3	Feasibility study for path improvement
929	Bens Run Greenway	Brice Run Greenway	Hollifield Rd	6a	3	Feasibility study for path improvement

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1: Type Key

6a = Unpaved shared use path
6b = Paved shared use path

2: Priority Key

0 = Existing
1 = High priority, short-term implementation
2 = Moderate priority, mid-term implementation
3 = Low priority, long-term implementation

Map Key, Continued

PROPOSED SHARED USE PATH IMPROVEMENT LIST



No.	Name	From	To	Type ¹	Priority ²	Comment
931	Dead Run Greenway	Woodlawn HS	Lord Baltimore Dr	6a	3	Feasibility study for path improvement
935	Charles Street Connector	Charles Street End	Lincoln Ave	6a	3	Shared use path
936	McCormick Rd Sidepath	Shawan Rd	Industry Ln	6b	2	Tight in some spots
937	W Padonia Rd Sidepath	Greenpoint Rd	Jenifer Rd	6b	3	Sidepath
938	Red Run Blvd Sidepath	Church Rd	Red Run Stream Valley Trail	6b	3	Sidepath
939	Reisterstown Rd Connector Sidepath 2	Dolfield Rd	Gwynnbrook Ave	6b	2	Sidepath connector
940	Reisterstown Rd Connector Sidepath 3	Grey Rock Rd	Keller Rd	6b	2	Sidepath connector
941	Connector Path	Keller Rd	Greene Tree Rd	6b	2	Shared use path
942	Connector Path	Michelle Way	Woodvalley Dr	6b	2	Shared use path
943	Hooks Ln Sidepath	Greene Tree Rd	Park Heights Ave	6b	2	Sidepath
944	Greene Tree Rd Sidepath	Hooks Ln	Craddock Ln	6b	2	Sidepath
945	Painters Mill Rd Sidepath	Lyons Mill Rd	Owings Mills Blvd	6b	2	Sidepath
946	Woodlawn Drive Sidepath	Johnnycake Road	Security Boulevard	6b	2	Sidepath
947	Lord Baltimore Drive Sidepath	Windsor Mill Road	Ambassador Rd	6b	2	Sidepath
948	Catonsville HS Perimeter			6b	2	Shared use path
949	Reisterstown Rd Connector Sidepath 4	Tobins Ln	Greenspring Valley Rd	6b	3	Sidepath connector
951	Cromwell Valley Path	Cowpens Ave	Glen Arm Rd	6b	1	Feasibility study to determine alignment
952	Windsor Blvd Extension	Essex Rd	Joicy Ct	6b	2	Path connection
953	Windsor Mill Rd Sidepath	Lawnwood Cir	Featherbed Ln	6b	2	Sidepath connector
954	Glyndon Greenway	Gwynns Falls Greenway	Franklin MS	6a	3	Feasibility study for path improvement
955	Painters Mill Rd Sidepath 2	Winands Rd	McDonogh Rd	6b	2	Sidepath
957	Reisterstown Rd Connector Sidepath 1	Tollgate Rd	Groff Rd	6b	2	Will need retaining wall, widening
958	Existing Path Repaving	Longview Dr	Westowne ES	6b	1	Consider conversion from sidewalk to shared use path
959	W Joppa Rd Sidepath	Tally Ho Rd	Greenspring Station	6b	2	Also a pedestrian project

